Streets for People!
@transalt @carolinesampo @NYC_SafeStreets
MISSION
Our mission is to reclaim New York City's streets from the automobile and advocate for biking, walking and public transit as the best transportation alternatives.

BY THE NUMBERS
Founded: 1973
Members: 12,000
Staff: 50 (FT & PT)
Supporters: 150,000
Activists: 1,500
Vision Zero NYC: Lessons Learned

• Cultivate political leadership

• Empower new leaders

• Year 1: Early & strategic win

• Year 2: Prepare for a fight

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NYC traffic deaths vs. gun murders by year, 2010-2013

Source: NYC Department of Health and Mental Hygiene; NYPD
I’m going to read you some issues facing New York City. Please tell me if you think the following issue is very important, somewhat important, not very important, or not at all important.

<table>
<thead>
<tr>
<th>Issue</th>
<th>(% of Voters)</th>
<th>Very important</th>
<th>Important/Not important</th>
</tr>
</thead>
<tbody>
<tr>
<td>Growing the economy and creating jobs</td>
<td>96</td>
<td>99/1</td>
<td></td>
</tr>
<tr>
<td>Preserving the quality of the mass transit system</td>
<td>83</td>
<td>96/3</td>
<td></td>
</tr>
<tr>
<td>Cracking down on reckless driving to improve safety</td>
<td>75</td>
<td>95/4</td>
<td></td>
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<tr>
<td>Fostering safer and more walkable neighborhoods</td>
<td>72</td>
<td>94/5</td>
<td></td>
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<tr>
<td>Protecting the environment and city parks</td>
<td>60</td>
<td>94/7</td>
<td></td>
</tr>
<tr>
<td>Reducing traffic congestion</td>
<td>51</td>
<td>91/7</td>
<td></td>
</tr>
</tbody>
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December, 2011
TELL THE CANDIDATES: I'M VOTING FOR SAFE STREETS.

Election Day is November 8th. All 51 New York City Council Members, all five borough presidents, the Comptroller, Public Advocate and Mayor are up for election. Do the candidates care about bicycling, walking and neighborhood streets? Or will they abandon New York City's newly safer streets?

The future of bicycling and walking in New York City is not set in stone. It's up to you! Take action now and T.A. will deliver your letter to all the candidates at the critical moment.

Message

I Bike, I Walk, I Vote for Safe Streets

Dear Candidate,

I'm a registered voter and I bike and walk on New York City streets. This November, I am voting for the candidates who stand up for safe streets. I want all streets in New York City -- whether they're small, local routes in my neighborhood or wide, arterial thoroughfares -- to be safe and efficient for bicycling and walking.

In November and in the primary election, I will vote for the candidate who stands up for bicycling, walking and safe streets. That's why I support Transportation Alternatives' platform for New York City transportation. These policies will make New York City streets safer and increase my choices for getting around New York City:

Pro-Community Neighborhood Streets:
A safe street is the heart of every thriving community. That's why neighborhood streets need safe space for local families, seniors and children to bike, walk and play.

Pro-Business Arterial Streets:
To ensure a prosperous economy, New Yorkers need safe and convenient access to local businesses. Customers, employees and visitors alike benefit from a safe, accessible streetscape.
Street Safety Gains Traction as Political Issue

Campaigns air ideas on making city safer for walkers and bicyclists.

Mayoral candidates Bill de Blasio and his transportation commissioner, Janette Sadik-Khan, want to make city streets less hazardous. The Brooklyn Democrat isn’t alone among mayoral hopefuls making campaign promises to make city streets safer.

This week, fellow Democrat Anthony Weiner’s new policy package includes calls for improvements in pedestrian and traffic safety. Christine Quinn has pledged to cut the number of fatalities in half by 2021. Advocates for pedestrians and cyclists plan a Wednesday rally at City Hall for more attention to street safety following a spate of crashes that killed pedestrians around the city, including a 16-year-old girl crossing the street.

The attention to traffic safety is a positive sign for supporters of some of the street-management policies implemented by Bloomberg administration

Seth Solomonow, a spokesman for the Department of Transportation, pointed out agency findings that city streets were safer than they ever had been. "There is no question that New Yorkers care about the safety of their streets in ways they never have before," Mr. Solomonow said.

In the broader field of candidates, the issue of street safety frequently has been lost amid the din of other issues. Candidates of both major parties haven’t been vocal about combating pedestrian deaths such as those last week, advocates said.

Mr. de Blasio’s “Vision Zero” plan includes an expansion of 20-mph speed zones in the city, changes to street design to discourage speeding, and city control of the placement and number of speed-enforcement cameras.

Ms. Quinn helped push for the passage of state legislation to permit the use of the cameras, and she has proposed the creation of a so-called safe streets working group. Mr. Weiner’s ideas include increased use of the so-called Barnes Dance periods where vehicle traffic is frozen in all four directions at intersections, allowing pedestrians to cross in any direction.

The embrace of street safety suggests a renewed hint of permanence for innovations forwarded by Ms. Sadik-Khan and Mr. Bloomberg — ideas that were vilified in many circles when first introduced. Over time, many neighboring businesses desist in-auto clash came to support the partial closings of Midtown streets to form pedestrian plazas. And opinion polls showed backing for the expansion of bike lanes.

Critics, such as Robert Sinclair of the AAA, continue to be skeptical. The city is “plagued by bad engineering” that makes roads more dangerous, he said, and is at the mercy of trucks that supply the city’s stores. But he said bike lanes had been added “higgledy-piggledy” without regard to demand, and efforts to cut down on speed ignore reality.

“On some roadways in city area, the speed limit is artificially low,” he said, “Everyone not driving 30 miles an hour you did, the city might grind to a halt.”

Mr. Solomonow pointed out that the city’s transportation commissioner, roughly 80% of pedestrian and bicyclist injuries were struck by a vehicle moving above the speed limit. At 40 mph, he said, “it’s a matter of survival.”

Supporters of the transportation commissioner’s ideas argue that changes they have proposed, such as speed bumps, bike lanes — are winning the day. “If Janette’s change were to become a standard in the future, it would be a monumental victory,” Mr. Bloomberg, who is leading the charge, said. “I think we’re seeing a change in the direction of safety for pedestrians.”
CULTIVATE POLITICAL LEADERSHIP

August 7, 2013
De Blasio: Imagine no city traffic deaths

Slew of proposals to make streets safer for NYers

BY DAN RIVOLI
dan.rivoli@nbc.ny.com

Public Advocate and mayoral candidate Bill de Blasio unveiled a pedestrian safety plan yesterday that envisions a city with zero traffic fatalities. Pedestrian deaths have fallen steeply because of the Bloomberg administration’s traffic plan, which added slower speed zones and created more space for pedestrians. But de Blasio said the danger from automobiles is “ever-present.”

“It’s time for us all to agree as a city that even one death on our streets is unacceptable,” said de Blasio, a Democrat.

The plan calls for Bloomberg’s residential 32-mph zones to fall to 14 in his first term; adding safety improvements to 50 intersections and corridors; focusing the NYPD on enforcing speed laws and drivers who fail to yield to pedestrians; and bringing control of traffic cameras from Albany to the city.

Noah Budnick, deputy director of biking and pedestrian advocacy group Transportation Alternatives, said de Blasio’s comprehensive plan was a sign that mayoral candidates are making safe streets a top campaign issue.

City Council Speaker Christine Quinn has called for reducing traffic fatalities by 2021 through bringing speed cameras and NYPD officers to high-fatality locations and establishing a task force with the Department of Transportation, NYPD and other agencies.

“We’ve reached a point where you can’t run for mayor without having a traffic safety plan,” Budnick said.

TransAlt, meanwhile, rallied at City Hall yesterday to press candidates to develop traffic plans amid a spate of traffic deaths.

According to the group, there have been 21 traffic deaths since July, including 16-year-old Renee Thompson, who was killed last week by a tractor-trailer on Third Avenue and 60th Street. Her family joined the rally. In 2012, 274 people were killed in traffic.

“We can’t stop the work to make the streets safer,” Budnick said. “All traffic deaths are preventable.”

DOT spokesman Scott Gastel said neighborhoods are clamoring for pedestrian-friendly initiatives.

Cleveland's mayor, home raids

Cleveland"
CULTIVATE POLITICAL LEADERSHIP
De Blasio Calls for Visionary Street Safety Goal: No Fatalities or Serious Injuries on New York City Streets

In just one night two weeks ago, three New Yorkers were killed while walking on New York City streets. This, tragically, was not unusual. In the past year, 291 of our neighbors were killed in car crashes,¹ and 15,485 pedestrians and cyclists were injured in collisions with motor vehicles.²

In New York, one person is killed in a car crash every 30 hours.³ Every 10 seconds, a New Yorker suffers a traffic-related injury,⁴ and every two hours a traffic injury results in dismemberment or disfigurement.⁵ From 2001 to 2010, more New Yorkers were killed in traffic than were murdered by guns.⁶

The consequences for New York families is tragic: being struck by a car is the most common cause of injury-related death among children 1-14 years old, and the second most common cause among those aged 15 and older.⁷

Enough is enough. There is no level of death or injury that New Yorkers should accept on our public streets.

The City must take decisive and sustained action to reduce street fatalities each year until we have achieved “Vision Zero” – a city with zero fatalities or serious injuries caused by car crashes on the streets of New York.

In Chicago, City officials have set a goal to eliminate all pedestrian, bicyclist and motorist traffic fatalities within ten years. In New York, we can do the same. What we need is a bold, comprehensive approach that balances smart design choices, sweeping expansion of 20-mph “slow zones,” expanded enforcement of reckless driving like speeding and failure to yield to pedestrians, and a camera-based deterrent and enforcement system that is free from Albany politics.

1 New Yorker suffers a traffic-related injury every 10 seconds

1 New Yorker suffers a traffic injury resulting in dismemberment or disfigurement every 2 hours

1 New Yorker is killed in a car crash every 30 hours
Vision Zero NYC: Lessons Learned

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@transalt, www.transalt.org
EMPOWER NEW LEADERS

"Three Children Too Many March for Pedestrian Safety"
Nov 12, 2013
Jackson Heights, Queens

LUCIAN MERRYWEATHER
11-2-2013
Brother, Son, Grandson, Friend
“We are in a new era. The new public safety imperative is traffic safety”
- Paul Steely White
“We aren’t going to wait and lose a son, a daughter, a parent or a grandparent in another senseless and painful tragedy. Our top responsibility is protecting the health and safety of our people. From tougher enforcement to more safely-designed streets and stronger laws—our work starts today”

- Mayor Bill de Blasio, January 15, 2014
Families for Safe Streets

As families whose loved ones have been killed or maimed by reckless behavior and dangerous conditions on New York City’s streets, we demand an end to traffic violence. We are parents, children, partners and siblings and represent the full breadth of New York’s diversity. As survivors, we bear witness to our pain and suffering in order to press for the elimination of fatalities and injuries. We envision a city where pedestrians, bicyclists and vehicles safely co-exist and children and adults can travel freely without risk of harm -- where no loss of life in traffic is acceptable.

We have come together to turn our grief into action, so that no one else has to endure the pain we have suffered. In February of 2014, we formally announced our creation as a force for change, to make sure Vision Zero is implemented rapidly in NYC.

Take Action Today

- 20 is Plenty:
  Tell Mayor de Blasio and your City Council representative to implement a speed limit of 20 miles per hour on residential streets.
EMPOWER NEW LEADERS
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NYC fatal crashes by illegal causes, 2005-12

- Speed: 571
- Failure to Yield: 204
- Alcohol & Illegal Drugs: 169

Source: NYC Department of Health and Mental Hygiene
Crashes are the #1 cause of injury-related death for children in NYC.
LOWERING NYC’S SPEED LIMIT IS A MATTER OF LIFE OR DEATH

SPEED LIMIT 20

SPEED LIMIT 30

Struck at 30 mph? You are nine times more likely to die.
EARLY & STRATEGIC WIN
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PREPARE FOR A FIGHT

Friday, February 13, 2015

MTA Bus Driver Runs Over 15-Year-Old Girl in Brooklyn Crosswalk [Updated]
by Brad Aaron

Update: NYPD told Streetsblog the bus driver involved in this crash was arrested and charges are pending. Transportation Alternatives tweeted that, according to police, he was charged under the Right of Way law.

Turning MTA bus drivers have killed at least 12 people in the last two years. Image: News 12
Driver Kills 3-Year-Old In Queens, DMV Voids His Tickets

Allison Liao's Death While Crossing Street In Queens Raises Questions Of Street Safety
SUV kills 3-year-old girl in Queens after she breaks free from grandmother

Allison Liao was hit by a 2000 Nissan Murano in Flushing as she crossed Main St. in Flushing. Despite help from a witness, the 3-year-old died on the way to the hospital.
Liao Family Testimony in Support of 19-190 and Crash Video

from Vaccaro and White 11 months ago NOT YET RATED
Mayor Bill de Blasio signs new Vision Zero legislation into law.
“MTA bus drivers struck and killed nine pedestrians last year, and eight of those cases involved a driver failing to yield while making a turn,” said Paul Steely White, head of Transportation Alternatives. “MTA bus operators must exercise due care.”

TWU Local 100 president John Samuelsen blasted White, calling him a “phony progressive intellectual jackass” for praising the bus driver’s arrest.

-- MTA bus driver charged after running over 15-year-old girl in Brooklyn.
NY Daily News, 2/14/2015

Eyewitness News: MTA Bus Drivers Believe They Are Unfairly Targeted by Vision Zero

MTA bus drivers believe they are unfairly targeted by Vision Zero

From Eyewitness News: Bus operators have a hard enough job, they say, but they don’t believe they should be arrested if they are involved in a pedestrian accident.

MTA bus operators making turns through crosswalks have now been instructed by their union officials to follow the letter of the law and wait until a crosswalk is completely clear before proceeding.

“We are no longer going through crosswalks wherever there are pedestrians,” TWU Local 100 President John Samuelsen said. “We will clear the crosswalk when it’s completely clear.”
Hsi-Pei Liao Tells Pete Donohue Why the Right-of-Way Law Matters

by Stephen Miller

Hsi-Pei Liao, whose daughter was killed by a driver who failed to yield, speaks with Daily News reporter Pete Donohue and NY1’s Errol Louis. Image: NY1
Rangel Calls Vision Zero Bus Op Arrests "One Big Damn Mistake"

Powerful Harlem Congressman Charlie Rangel took aim at the de Blasio administration on Monday for making "one big damn mistake" by allowing NTA Bus Operators to be arrested under the new Vision Zero law. He visited the Mother Clara Hale depot in Harlem on 145th and Lenox along with Assemblyman Keith Wright, and City Councilwoman Inez Dickens, both of whom back amending the law so as not to subject Bus Operators to arrest. TWU Local 100 President John Samuelsen has called criminalizing the work of Bus Operators an outrage, noting that the Union is supportive of Vision Zero's goal – to make driving in New York City safer – but is backing Intro. 663 in the City Council because the law, as currently written, mandates police to make arrests even if there is no negligence or recklessness on the part of the driver. Samuelsen gave a shout-out to union members on WBLS radio with on-air personality Dr. Bob Lee, who also came to the depot.
Unfair at any speed: Using limited resources to arrest failure-to-yield violators is no way to save pedestrians' lives
VISION ZERO IS TREATING BUS OPERATORS LIKE COMMON CRIMINALS . . .

MTA Bus Operators carry more than two and a half million passengers every day over the most difficult routes in the world, constantly congested with traffic and pedestrians. Bus Operators, thanks to strong union contracts, have good jobs and are pillars of their communities. Now, these same men and women are being criminalized by Mayor de Blasio’s Vision Zero law.
A Message from New York City's Transit Workers

Uncuff'em, Mayor DeBlasio!

As the City Council debates to decriminalize public urination and fare beating on our subways and buses — despite the fact that fare disputes lead to assaults on our Bus Operators — your Vision Zero campaign criminalizes the working men and women Bus Operators of TWU Local 100 for simply doing what NYC and the MTA order them to do everyday. So now public urination and fare beating are no big thing, but Bus Operators are criminals? Not very “progressive” of you, Mayor DeBlasio.

MTA Bus Operators, and all transit workers, are pillars of NYC’s minority and blue-collar neighborhoods. They safely carry more than two and a half million passengers every day over the most difficult routes in the world. They do their jobs driving buses with multiple blind spots, on routes requiring dangerous left turns with no dedicated left turn signals.

And when a tragic right-of-way accident occurs, through no negligence by a Bus Operator, you and the so-called progressives on the City Council think it is necessary to arrest and humiliate them? This could not possibly have been the intent of the Vision Zero right-of-way law.

Let’s be clear. The fact is your Vision Zero law has succeeded in criminalizing an entire class of hard working, law abiding unionized workers and you are wrong for doing so. Not very progressive, Mayor DeBlasio.

WE ARE NOT CRIMINALS

#AmendVisionZero

TWU Local 100
John Samuelsen
President

TWU of America
Harry Lombardo
President
The Right of Way Law protects New York’s walking families.

Our daughter would still be alive.

Every driver has to follow the law. Please defend our right of way.

#defendROW
www.defendROW.org
La ley "Right of Way" protege a las familias de Nueva York que se desplazan caminando.

La ley "Right of Way" es lo único que nos protege en el paso de peatones.

El Consejo Municipal aprobó la Ley del Derecho de Paso para proteger a las familias de Nueva York que se desplazan andando, convirtiendo en delito menor la acción por parte de un motorista...
The Right of Way Law protects New York’s walking families.

Our daughter would still be alive

An MTA bus driver killed our daughter Ella while she was crossing the street. She had the light, but the driver didn’t stop. If the Right of Way Law had existed then, we believe that bus driver would have been stopped.
The Right of Way Law protects New York’s walking families.

I was hit by a driver who didn’t stop or even slow down. I had the right of way. My crash turned my whole life upside down. I used to be active and was never afraid on the street. I survived, but because of my accident...
The Right of Way Law protects New York’s walking families.

Our son would still be alive.
Class of Vision Zero

2015 MID-YEAR REPORT CARD

Report Card: 2015 Agencies and Grades

A-
- city hall
  - noteworthy
  - not-so-worthy
  - Vision Zero Hero
    - Mayor Bill de Blasio
  - Streetscape Champion
    - Mayor Bill de Blasio

A-
- city council
  - noteworthy
  - not-so-worthy
  - Blue Ribbon
    - Council Speaker
    - Melissa Mark-Viverito
    - Council Member
    - Ydanis Rodriguez
    - Council Member
    - Brad Lander
  - Board of the Board
    - Council Member
    - Rory Lancman
    - Council Member
    - L. Diane Oller

C+
- taxi and limousine commission
  - noteworthy
  - not-so-worthy
  - Chauffeur
    - Taxi Driver
    - Frederick Amoah
    - Livery Car Driver
    - Luis Alves
  - Hazards
    - Board of Commissioners

C+
- district attorneys’ offices
  - noteworthy
  - not-so-worthy
  - On the Job
    - District Attorney
    - Kenneth Thompson
    - District Attorney
    - Cyrus Vance
  - Out to Lunch
    - District Attorney
    - Robert T. Johnson
    - District Attorney
    - Richard A. Brown

C
- state legislature
- community boards
Report Card: Citywide Fatalities and Injuries

2014
- 124 fatalities
- 24,567 injuries
  - 56 fatalities
  - 5,565 injuries
  - 9 fatalities
  - 1,574 injuries
  - 59 fatalities
  - 17,428 injuries

2015
- 115 fatalities
- 23,517 injuries
  - 60 fatalities
  - 4,685 injuries
  - 5 fatalities
  - 1,576 injuries
  - 50 fatalities
  - 17,256 injuries
Last year, the New York City Council passed the Right of Way Law, creating a misdemeanor penalty when a driver kills or injures a person who has the right of way in a crosswalk or bike lane.

Despite Transport Workers Union Local 100’s high-priced lobbying effort, this critical safety law has already saved lives.

# of pedestrians with the right of way killed by MTA bus drivers

IN 2014  8

2015 SO FAR  0
I will not call traffic crashes "accidents." I will educate others about why "crash" is a better word.

First Name
Last Name
Email Address

Take the Pledge

Goal: 20,000 pledges
Status: 2,250 pledges

Before the labor movement, factory owners would say "it was an accident" when American workers were injured in unsafe conditions.

Before the movement to combat drunk driving, intoxicated drivers would say "it was an accident" when they crashed their cars.

Planes don't have accidents. They crash. Cranes don't have accidents. They collapse. And as a society, we expect answers and solutions.

Traffic crashes are fixable problems, caused by dangerous streets and unsafe drivers. They are not accidents. Let's stop using the word "accident" today.
On November 15, with people around the world, we will remember the victims of traffic violence.

NYC: World Day of Remembrance

Join Families for Safe Streets and the rest of the TransAlt community on a walk from City Hall to the United Nations. Wear yellow to show your hope for Vision Zero.

November 15 at 12pm
Gather at City Hall Park Fountain

#WorldDayofRemembrance
#CrashNotAccident
Thanks!

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